Maryland Historical Trust

Maryland Inventory of Historic Properties number: [illegible]

Name: [illegible]

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended _____ Eligibility Not Recommended __X____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: _____

_____

_____

Reviewer, OPS: _Anne E. Bruder_____ Date: __3 April 2001____

Reviewer, NR Program: __Peter E. Kurtze_____ Date: __3 April 2001____

Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number M:16-30

Name and SHA No. M 40 over Broad Run

Location:
Street/Road Name and Number: River Road over Broad Run

City/Town: Rockville Vicinity __

County: Montgomery

Ownership: __State_X County__Municipal__Other

This bridge projects over: __Road__Railway_X Water__Land

Is the bridge located within a designated district: X yes__no

__NR listed district__NR determined eligible district
__locally designated__other
Name of District Chesapeake and Ohio Canal Historic Park

Bridge Type:

__Timber Bridge
__Beam Bridge__Truss-Covered__Trestle
__Timber-and-Concrete

__Stone Arch

__Metal Truss

__Movable Bridge
__Swing __Bascule Single Leaf__Bascule Multiple Leaf
__Vertical Lift__Retractile__Pontoon

X Metal Girder
X Rolled Girder __Rolled Girder Concrete Encased
__Plate Girder __Plate Girder Concrete Encased

__Metal Suspension

__Metal Arch

_Metal Cantilever

_Concrete
_Concrete Arch _Concrete Slab_Concrete Beam
_Rigid Frame
_Other Type Name_____

Description:

Describe Setting:

Bridge No. M 40 carries River Road east-west over Broad Run in Montgomery County, Maryland. The west approach is straight and level, and the east approach is straight but ascends towards the bridge. The approaches appear to be composed of a gravel or macadam wearing surface. The area around the bridge is rural and heavily wooded.

Describe Superstructure and Substructure:

Bridge No. M 40, built in 1911, is a single span 29' long structure with a concrete deck on steel stringers. The deck is a reinforced concrete slab with a macadam wearing surface, and a width of 13'. The superstructure consists of five stringers, two exterior channels and three interior I-beams. The substructure consists of 2 concrete abutments appear to be in fair condition.

A plain concrete apron has been poured in front of Abutment No. 1 in the stream channel to prevent further deterioration of the abutment. Grouted stone rip-rope slope protection around the abutments appears in good condition.

Discuss Major Alterations:

This bridge was rehabilitated in 1976. Further rehabilitation occurred in 1992. During the 1992 rehabilitation, the concrete deck was replaced with a galvanized corrugated steel deck, filled with a bituminous wearing surface. The abutments were cleaned and coated with an epoxy sealant. The 1995 Bridge Inspection Report indicates that three of the steel stringers are steel I-Beams, while the other two are wide flange steel beams.

History:
When Built: 1911 (rehabilitated 1976 and 1992)
Why Built: Local transportation needs
Who Built: Unknown
Why Altered: Structural and safety needs
Was this bridge built as part of an organized bridge building campaign: Yes

M:16-30

Surveyor Analysis:

This bridge may have NR significance for association with:

__A Events __Person

__C Engineering/Architectural

Was this bridge constructed in response to significant events in Maryland or local history:

It is unknown whether this bridge was constructed in response to significant events in Maryland or local history.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

It is unknown whether the construction and/or alteration of this bridge has had significant impact on the growth and development of the area.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?

This bridge is already located in an area which is eligible for historic designation. This bridge does not add to the historic and visual character of the district.

Is the bridge a significant example of its type?

This bridge is not a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

No, this bridge does not appear to have retained the integrity of its primary character defining elements as defined within the Context Addendum. This bridge underwent an undocumented rehabilitation in 1976. In 1992 the bridge underwent another rehabilitation. During the 1992 rehabilitation, the concrete deck was replaced with a galvanized corrugated steel deck, filled with a bituminous wearing surface. The abutments were cleaned and coated with an epoxy sealant. The 1995 Bridge Inspection Report indicates that three of the steel stringers are steel I-Beams, while the other two are wide flange steel beams. This indicates that the exterior fascia channels were replaced with I-Beams. The reconstruction may have utilized some of the I-beams from the old bridge, which were then replaced with two new wide flange steel beams.

Should this bridge be given further study before significance analysis is made and Why?

Further research of this bridge is unnecessary. This bridge does not retain its integrity as defined by the Context Addendum, and is not eligible for inclusion on the National Register of Historic Places.

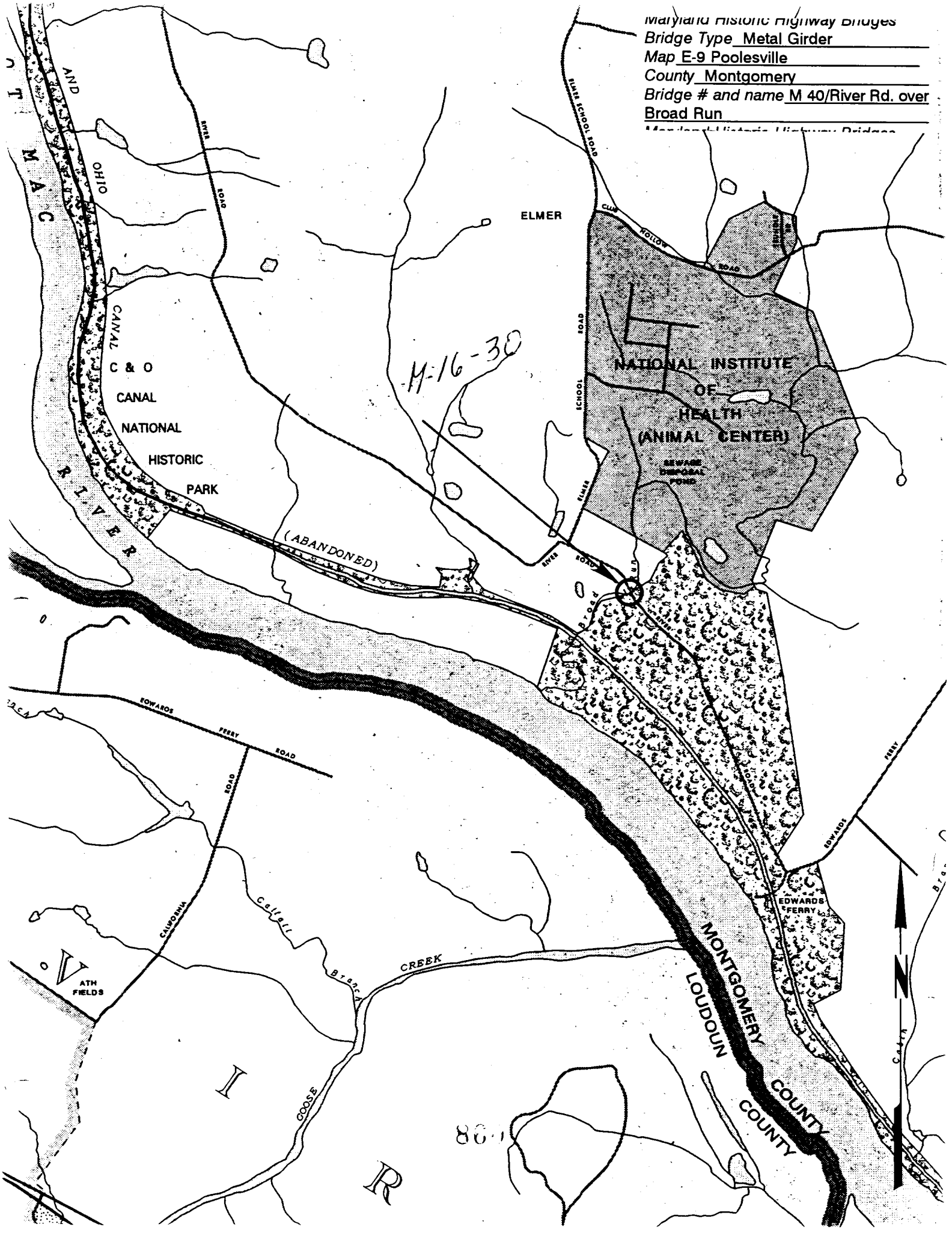
M:16-30

Bibliography:

Greiner, Inc.
1995 Maryland Inventory of Historic Bridges.
Montgomery County
v.d. County Bridge Inspection Files.
Spero, P.A.C. & Company, and Louis Berger & Associates
1994 Historic Bridges in Maryland: Historic Bridge Context.
United States Geological Survey
1968 7.5' Sterling Quadrangle, photorevised 1984.

Surveyor:

Name: Jason D. Moser **Date:** September 1995
Organization: State Highway Admin. **Telephone:** (410) 321-2213
Address: 2323 West Joppa Road Brooklandville, MD 21022


Maryland Historic Highway Bridges
Bridge Type Metal Girder
Map E-9 Poolesville
County Montgomery
Bridge # and name M 40/River Rd. over
Broad Run
POTOMAC
AND
OHIO
RIVER
ROAD
ELMER
SCHOOL ROAD
CLUB HOLLOW ROAD
CANAL
C & O
CANAL
NATIONAL
HISTORIC
PARK
M-16-30
NATIONAL INSTITUTE
OF
HEALTH
(ANIMAL CENTER)
SEWAGE
DISPOSAL
POND
(ABANDONED)
RIVER ROAD
EDWARDS FERRY ROAD
CALIFORNIA ROAD
Catoctin
Branch
CREEK
EDWARDS
FERRY
MONTGOMERY
LOUDOUN
COUNTY
COUNTY
GOOSE
R
86-1
N

Inventory # M:16-30

Name M40-RIVER RD OVER BROAD RUN
County/State MONTGOMERY / MD
Name of Photographer FRANK JULIANO
Date 2/95

Location of Negative SHA

Description ELEVATION SOUTH

Number 1 of 4


WEIGHT
LIMIT
10
TONS

Inventory # M:16-30

Name M40 - RIVER ROOVER BROAD RUN
County/State MONTGOMERY / MD
Name of Photographer FRANK JULIANO
Date 2/95

Location of Negative SHA

Description APPROACH EAST

Number 2 of ~~35~~ 4

Inventory # M:16-30

Name M40 - RIVER RD OVER BROAD RUN
County/State MONTGOMERY / MD
Name of Photographer FRANK JULIANO
Date 2/95

Location of Negative SHA

Description ELEVATION NORTH

Number 3 ~~30~~ of 4 ~~30~~


WEIGHT
LIMIT
10
TONS

Inventory # M:16-30

Name M40 - RIVER RD OVER BROAD RUN
County/State MONTGOMERY / MD
Name of Photographer FRANK JULIANO
Date 2/95

Location of Negative SHA

Description WEST APPROACH

Number ~~37~~ 4 of 4